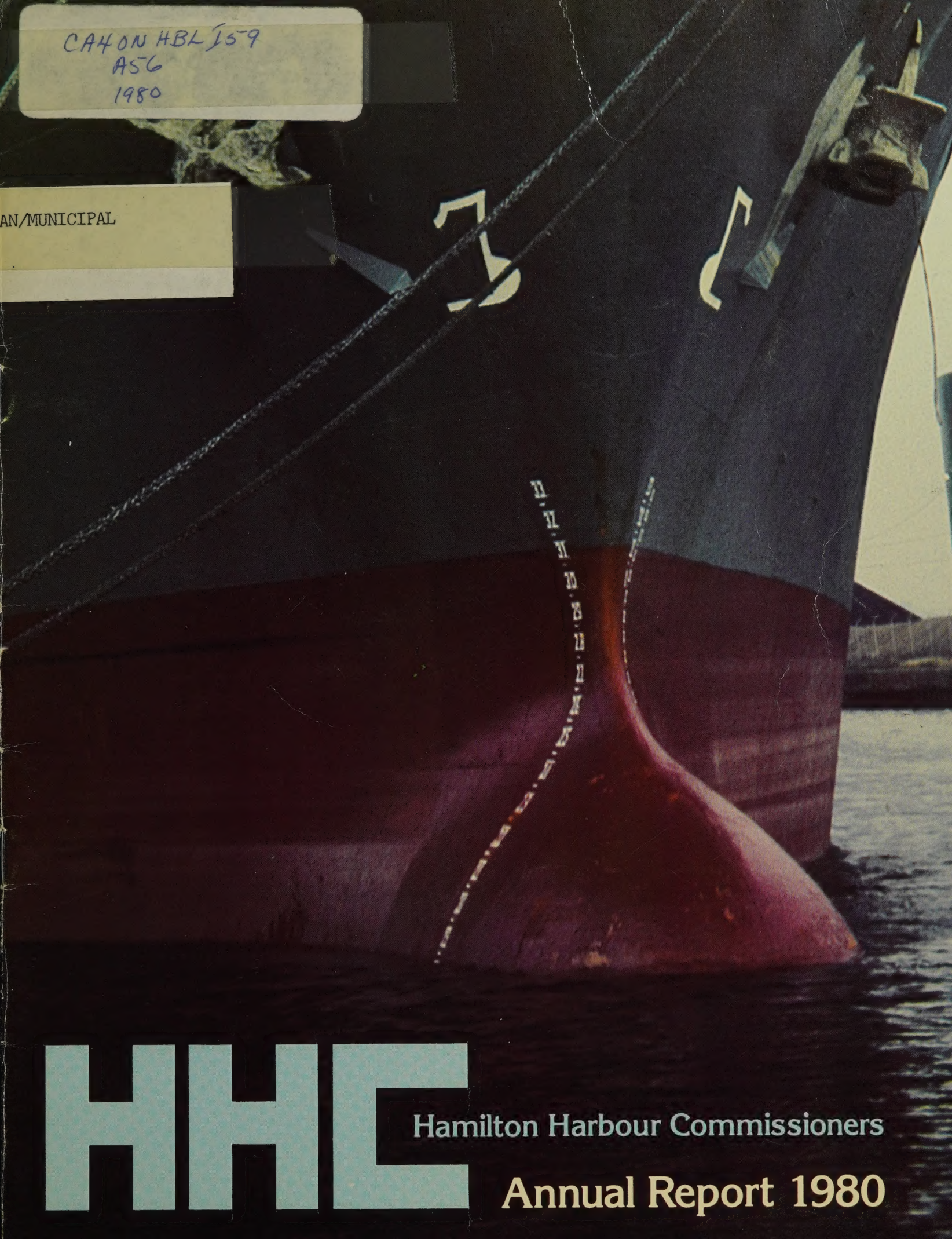


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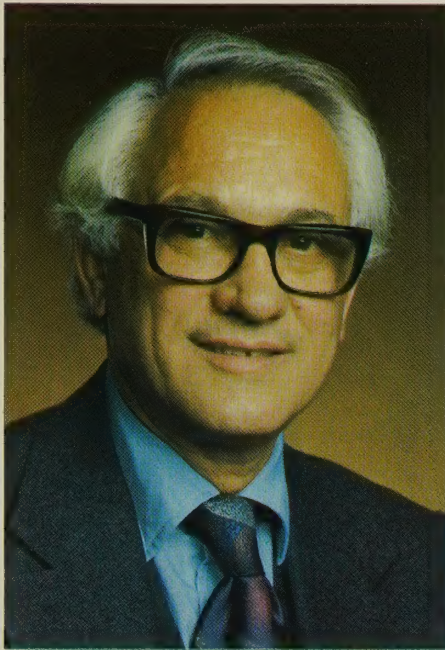
HHC

Hamilton Harbour Commissioners

Annual Report 1980

Table of Contents

Chairman's Report	1
Port Director's Report	2
Tonnage Graphs/Vessel Arrivals	3
Excerpts From Financial Statement	4-5
Map: Port Of Hamilton	6-7
The Port of Hamilton	8-12



Chairman's Report

John L. Agro, Q.C.
Chairman
Hamilton Harbour Commissioners

In a time of international economic uncertainty, it is gratifying to report that the volume of cargo shipped through the Port of Hamilton last year remained high while revenue increased to a record level.

The continuing success of the port both reflects and contributes to the healthy state of the Hamilton-Wentworth Region, an area served well by an efficient and effective water transport system. The hundreds of vessels calling at Hamilton Harbour deliver goods from around the world, supply raw materials vital to industry and agriculture, and provide access to overseas markets for products manufactured here.

With income from total shipments of 14,344,103 metric tons in 1980, and with careful control of expenditures, the Hamilton Harbour Commissioners realized \$1.866 million net excess of revenue over expenses. These funds will assist in the improvement and expansion of docks and cargo-handling facilities.

To keep growing and to meet competition from other ports and from other modes of transportation, the Port of Hamilton is pursuing a comprehensive development strategy adopted in 1979. Part of the plan to keep pace with needs of the shipping industry is the reconstruction of Piers 12 and 13.

The pier redevelopment, one of the largest projects being undertaken by the Commissioners, was proceeding well at year-end, with the prospect of opening more than 800 metres of new Seaway-draft berthage for the 1981 season.

Preliminary work is also underway for the even more ambitious Eastport Industrial Park which will eventually create three new piers plus land for marine-oriented development located beside the Queen Elizabeth Way, a key traffic artery.

Private companies and organizations are also busy building along the waterfront. Dofasco Inc. is erecting a \$450-million hot strip mill, the largest single investment in the steelmaker's history, and Stelco Inc. is in the midst of a \$55 million investment that will result in some major modifications at Hilton Works which will effectively increase the company's capacity by 140,000 tons.

Meanwhile, the Royal Hamilton Yacht Club hopes for a Spring '81 opening of its spacious new clubhouse, and the City of Burlington is planning to install floating docks for more than 200 small boats on waterlots leased from the Commissioners at LaSalle Park.

During 1980, the Ontario government showed commendable foresight in establishing the Great Lakes/Seaway Task Force to develop a provincial perspective on marine transportation. The Commissioners, having presented a brief to the Task Force at a meeting in Hamilton, await with interest the panel's recommendations on provincial policy.

Although it's been many years since the St. Lawrence Seaway made Hamilton a destination for oceangoing vessels, the number of nations represented continues to climb.

Last year, for example, the Commissioners were pleased to welcome the first ship from the People's Republic of China to visit Hamilton or any other eastern Canadian port. The shipments to China show there is potential to forge new sea links and to widen the export possibilities for our industries.

As the commercial development proceeds, the Commissioners also welcome and encourage the growth of recreational opportunities offered by the harbour.

Another active year is foreseen for the Hamilton Harbour Commissioners' Sailing School which in 1980 enrolled almost 500 students, many of them youngsters getting their first taste of fun afloat, while developing skills of seamanship.

As part of their commitment to community service, the Commissioners plan in 1981 to expand the learn-to-sail program for disabled persons, an area in which the HHC is a proud pioneer.

In another demonstration of community concern and in recognition of Hamilton's maritime history, the Commissioners last year offered financial aid to the Hamilton and Scourge Project, a city-backed attempt to preserve and possibly raise two wooden warships sunk in Lake Ontario during the War of 1812.

The ships, which have been declared to be of a national historic interest, may be displayed in Hamilton if a scientific survey in 1981 finds it's feasible to bring them to the surface.

Although western Lake Ontario has fortunately escaped any major oil spill, it is reassuring to have the Port of Hamilton Spill Control Group trained and ready to respond in the event of an accident. The group, sponsored by 18 area industries and coordinated by the Hamilton Harbour Commissioners, put the finishing touches last year on its new boat, Cleanshores, and carried out regular training programs.

Another vessel putting in a welcome appearance on the harbour waters is the Wentworth Lady, a privately-run tour boat offering summer visitors a close-up view of the bustling port.

It is my pleasure to look back on a successful year that has helped enhance Hamilton's position as a progressive inland port at the heart of Ontario's Golden Horseshoe. I wish to extend my thanks and appreciation to my fellow Commissioners Peter T. Flaherty and B. M. Alway whose contributions along with those of management and staff have helped to establish 1980 as a year of achievement.

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Port Director's Report

Earl M. Perkins
Port Director

For the Port of Hamilton, 1980 was a year of solid performance, both financially and in cargo handled.

It was a year of financial achievement, with a healthy year-end position resulting from sound management, and a year of total-tonnage stability, with shipments holding close to the record level set in 1979.

Overseas cargo shipped through the port increased sharply in 1980, up 69 per cent to 900,036 metric tons from the 532,595 metric tons recorded a year earlier.

Domestic and U.S. tonnage slipped to 13,444,067 from 14,343,376 metric tons, down 3.5 per cent or 899,309 metric tons, a decrease attributable to adjustments of some bulk material inventories.

Total tonnage of 14,344,103 metric tons was 3.6 per cent shy of the all-time high set the previous year.

The active season of overseas trading, buoyed by the strength of the export market, began with the early-spring arrival of a cargo-laden Welsh vessel and included the May arrival of the first ship from the People's Republic of China ever to call in Hamilton.

The total number of cargo ships entering the harbour, both salties and lakers, was 895.

Helping to support the outlook for another healthy year in 1981 is the prospect of having available more than 800 metres of new Seaway-draft berthage at the rebuilt Pier 12, with room for further expansion of another 200 metres.

The first dock was finished before the end of the 1980 season and dockwall construction on the second was well under way, with roads, sewers, lighting and other site services slated for installation in 1981. Besides offering more dock and cargo-storage space, the redevelopment of the old Piers 12 and 13 will give the port its first berth for ro-ro (roll-on, roll-off) vessels, adding to the versatility and range of services the port offers to the shipping industry.

Looking further ahead, preliminary work continues on the East Port plan for additional piers and a prestigious industrial park served by road, rail and water transport.

One of the highlights of the year past was the opportunity for Hamilton to host the 20th annual meeting of the International Association of Great Lakes Ports. At that meeting, the association of Canadian and U.S. ports agreed to continue pressing for an extended season on the St. Lawrence Seaway system, with firm dates for opening and closing. The IAGLP also pledged to continue its opposition to any further Seaway toll increases, a position fully endorsed by the Port of Hamilton which is anxious to remain a competitive centre for international trading.

In addition to the IAGLP, the Hamilton Harbour Commissioners continued active membership in the Canadian Port and Harbour Association, the American Association of Port Authorities and the International Association of Ports and Harbours.

The issues of an extended shipping season and Seaway tolls, along with the need for improved highway access to the harbour, were stressed by the Port of Hamilton in its brief to the Ontario Government's Great Lakes/Seaway Task Force at a hearing held at Hamilton Harbour. The City of Hamilton and the Regional Municipality of Hamilton-Wentworth, reinforced those submissions, with the mayor of Hamilton reminding members of the task force that the city owes its existence to water transport and remains heavily dependent on shipping.

The success of the port operation results from the combined efforts and cooperation of the many industries in the port community and the Hamilton Harbour Commissioners' dedicated staff, who provide security for commercial activity and promote safety among recreational boaters. The smooth movement of cargo and efficient functioning of the port is also aided by harmonious relations with the International Longshoremen's Association and the Canadian Union of Public Employees.

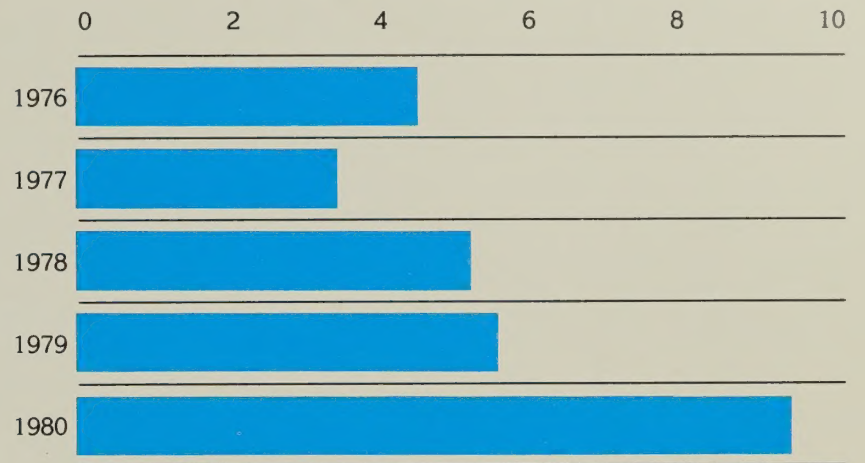
Recognizing the importance of recreational opportunities within the harbour, we continued to operate the Hamilton Harbour Commissioners Sailing School, the HHC's own marine dockyard and waterfront parks. We also welcomed sailors from throughout the Great Lakes for the Lake Yacht Racing Association regatta, we cooperated with the City of Burlington in planning a new marina at LaSalle Park and we watched with interest as the Royal Hamilton Yacht Club's new building moved toward completion.

In an ongoing demonstration of environmental concern, the Hamilton Harbour Commissioners also continued to administer the Port of Hamilton Spill Control Group, an industry-financed venture that assures specialized equipment and trained personnel are available to deal with any oil-spill emergency in western Lake Ontario.

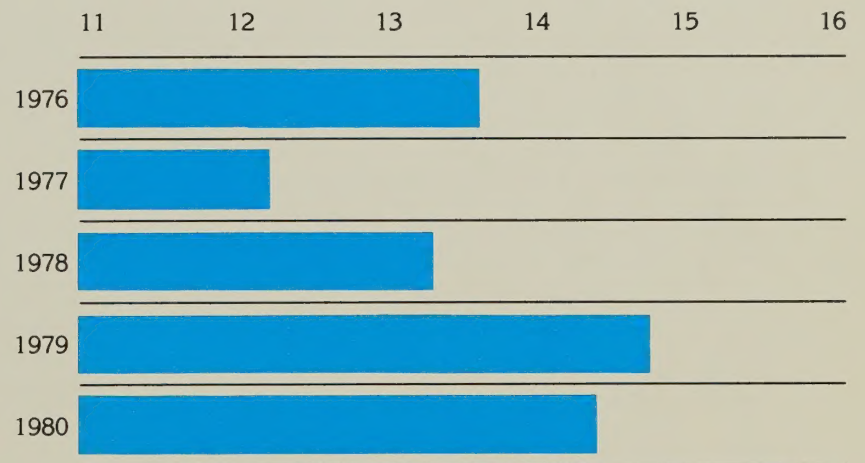
The year past was a good one for which I want to extend my gratitude to everyone concerned. To assure future progress, it is essential to continue to streamline our operations in order to serve our customers and area citizens and to promote the port's future growth and development.



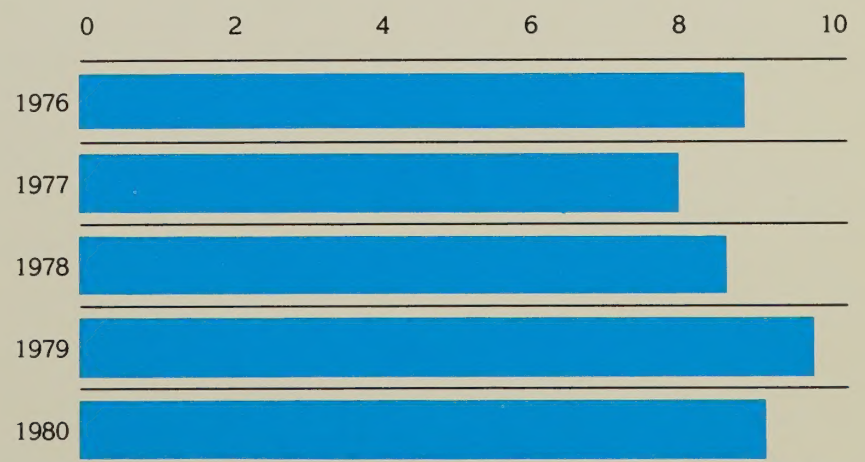
Tonnage Graphs and Vessel Arrivals



Overseas Tonnage (metric tons in hundred thousands)



Total Tonnage (metric tons in millions)



Total Vessel Arrivals (in hundreds)

Excerpts from The
Hamilton Harbour
Commissioners'
**Financial
Statement**
for the year ended
December 31, 1980

Balance Sheet as at December 31, 1980

ASSETS

CURRENT

	1980
Cash	\$ 260,078
Accounts receivable	1,863,580
Accrued interest receivable	57,523
Inventory	48,982
Prepaid expenses	27,365
	<u>2,257,528</u>

INVESTMENTS APPROPRIATED FOR

FUTURE HARBOUR IMPROVEMENTS	4,500,000
DEFERRED ACCOUNTS RECEIVABLE	<u>3,109</u>

FIXED

Land, docks and harbour improvements	17,985,910
Buildings	5,809,736
Equipment and vessels	<u>2,737,332</u>
	26,532,978
Less accumulated depreciation	<u>12,118,337</u>
	14,414,641

CAPITAL DEVELOPMENT IN PROGRESS	4,481,078
	<u>18,895,719</u>
	<u>\$25,656,356</u>

LIABILITIES

CURRENT

	1980
Accounts payable and accrued liabilities	\$ 1,063,521
Deferred revenue	11,944
Current portion of long-term debt	<u>169,143</u>
	<u>1,244,608</u>

LONG TERM

Debentures payable	
Government of Canada, 4-1/8%, to be redeemed before the year 2005	975,000
Loan payable	
Government of Canada, due December 31, 1987, semi-annual instalments of blended principal and interest at 5-9/16%	450,231
at 6-1/16%	461,465
Loan payable	
Government of Canada	<u>698,619</u>
	2,585,315
Less current portion shown above	<u>169,143</u>
	<u>2,416,172</u>
	<u>3,660,780</u>

CAPITAL

GENERAL CAPITAL	17,495,576
ALLOCATION FOR FUTURE HARBOUR IMPROVEMENTS	<u>4,500,000</u>
	21,995,576
	<u>\$25,656,356</u>

The Port Of Hamilton

The designer of a Coat of Arms for the City of Hamilton in 1847 gave a prominent place to "a British steamer, schooner rigged, as the most expeditious mode of commercial intercourse."

Then, as now, the city and surrounding region owed much of their economic strength to Hamilton Harbour. Today, as space shuttles are in the forefront of transportation technology, water transport not only remains important, but holds new promise because of its energy efficiency.

About one-third of all Canadian ship cargoes are handled in the Great Lakes-St. Lawrence system, and Hamilton is one of the best-equipped and successful Canadian ports in the system.

Naturally sheltered at the west end of Lake Ontario, Hamilton Harbour is four miles long and up to 3.5 miles wide.

The port provides berthing facilities for all vessels capable of navigating the St. Lawrence Seaway which can handle maximum-size ships with a length of 730 feet, beam of 75 feet and a draft of 26.5 feet.

The Hamilton Harbour Commissioners provide 19,000 feet of berthing in addition to the more than 10,000 feet available at private docks.

Bulk commodities constitute a large amount of the cargo moving through the Port of Hamilton, but there is also a substantial amount of packaged freight and general cargo.

Imports include raw materials for industry and agriculture, food and construction materials. Exports include many of the manufactured goods produced in southern Ontario. The cargo mix is varied and constantly changing in response to changing markets.

In addition to modern cargo-handling equipment, the port offers warehouses with 638,000 square feet of space and three million more feet of outside storage space on Hamilton Harbour Commissioners' property. Canada Steamship Lines utilizes the Port of Hamilton as the main terminal location for their Lake Ontario operation.

Several new berths to be available in 1981 at the newly constructed Pier 12 will add to the port capacity and will offer the first berth designed to meet the requirements of roll-on, roll-off vessels.

Besides the HHC facilities, the port is home to a variety of support industries that provide tugboat, ship-repair and ship-supply services.

Hamilton Harbour, which has hosted such unusual maritime visitors as the Bluenose II and Jacques Cousteau's famous Calypso, is also the site of the Canada Centre for Inland Waters, a world-renowned water research centre.

The Department of Fisheries and Oceans fleet of three ships and more than 70 launches and smaller craft includes the CSS Limnos, Canada's principal Great Lakes research vessel.

Because of Canada's wintry weather and the limitations of the St. Lawrence Seaway system, there's a year-end lull in shipping activity, but the port doesn't shut down.

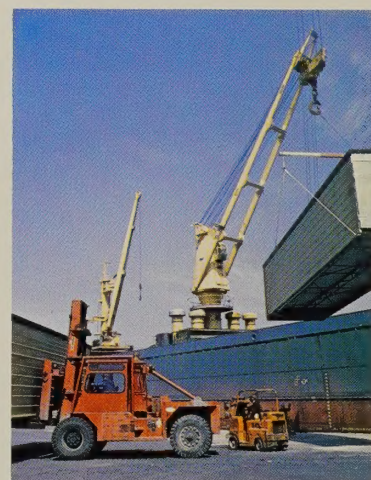
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In addition to providing winter berthing for lake freighters, the Hamilton Harbour Commissioners keeps its terminal operations going through the winter to distribute cargo and service containers.

Engineering and maintenance work also continues, as does policing, a year-round responsibility for which the Hamilton Harbour Commissioners are equipped with the diversified tools necessary to maintain surveillance on a 12-month basis over a very busy harbour.

The statistics on berthage and warehouse space are evidence that the Port of Hamilton has done its best to remain competitive and serve its customers. What the statistics don't show is the willingness to do more, to adapt and be innovative in meeting new demands and new needs. The Port of Hamilton is determined to keep pace as the business world advances into the Eighties.



Handling equipment varying in design and capability is available at the Port of Hamilton to meet the requirements of a broad range of cargoes.



Disbursement of oil boom during spill containment exercise.

Cleanshores (right). One of the principle pieces of pollution abatement equipment operated on behalf of the Port of Hamilton Spill Control Group.



Construction of the Port's first roll-on, roll-off terminal.



Construction of the dock wall at the pier 12/13 redevelopment site is nearing completion. Operation of this pier is anticipated for mid 1981.





The Hamilton Harbour Commissioners' marine dockyard provides complete service to the area's pleasure boating community.

Assistance to visiting ocean-going and fresh water ships is available at the Port of Hamilton for berthing, shifting, towage and bunkering. Among the equipment in use is:

- (a) — R & L No. 1, 1560 H.P., owned and operated by Wakeham and Son Limited, Hamilton.
- (b) — Judge McCoombs, owned and operated by The Hamilton Harbour Commissioners.
- (c) — Argue Martin, 760 H.P., owned and operated by McKeil Work Boats Limited, Hamilton.



(a)



(b)



(c)



The Hamilton Harbour Commissioners police patrol maintains a constant vigil for the protection and safety of the public and port users.



The Hamilton
Harbour
Commissioners

John L. Agro, Q.C., Chairman
Peter Flaherty
B. M. Alway

Port Director:
Earl M. Perkins





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